

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Latvian and Lithuanian SSRs)	REPORT NO.	[REDACTED] 25X1A
SUBJECT	Airfields in Latvia and Lithuania	DATE DISTR.	30 April 1953
		NO. OF PAGES	2
DATE OF INFO.	[REDACTED] 25X1A	REQUIREMENT NO.	RD
PLACE ACQUIRED	[REDACTED]	REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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SOURCE:
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1. Only one small airfield is located in the city limits of Lepaya. This field, which is located south of the Naval Harbor, was built before World War II and is still used for air traffic between Lepaya and Riga. It is not known if there has been any effort to increase the size of the field.
2. A military airfield is located at Bate, six km east of Lepaya. The field is approximately 1,500x3,000 m. In 1951 it was the base for 30 MIG aircraft.
3. The Cirava (approximately N56-43, E21-28) airfield can still be used, but no air activity has been observed at this field in recent years.
4. An airfield is located at Papalak (Paplaka? approximately N56-27, E21-27). No details are known concerning this field.
5. The airfield which Soviet forces constructed during the first Soviet occupation of Latvia, on the west side of the road between Sventoji (approximately N56-02, E21-04) and Palanga, Lithuania, is still used. The field is about 1,500x2,000 m. In 1949 it was the base for a unit of twin-engine pursuit planes. No jet planes have been seen on this field.
6. It is rumored that there is a hydroplane base at Lake Durbe (approximately N56-37, E21-21). There is no concrete information to substantiate this rumor, but hydroplanes are rarely seen in the Courland area.
7. An airfield is located about four km south of Ventspils toward the Kazin forest. There are a number of small buildings on the periphery of the field, but no hangars have been seen in the area.

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8. Informants do not know if the airfield at Zuras (possibly Jeras N56-50, E22-02) has been completed and put in use since the Soviet occupation of Latvia. Construction of the field was begun by the Germans.
9. Antiaircraft searchlights and aircraft sound-detection units have been seen along the road between Lepaya and Grobina (approximately N56-32, E21-11).

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